



# mtbmag

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BIKE 見中IN

# EDITORIAL

Traveling - Mountainbiker travel a lot, for races, for shooting or simply to have fun somewhere, they've never been. But the bikes are always on their side. The Season is off in some parts of the world, while in some other parts is still on. The World-cups are over, we asked, how was it, the first year of Enduro Racing, nothing better than asking the man, who claims the crown - Jérôme Clementz. We followed some guys for their vacation to Indonesia, of course they went there with their bikes. Prateek, was doing two races in one week, two weekends racing, two weeks traveling to get from Calcutta to the Himalaya to attend those mountainbike races.

Wherever you are, whether the season is off or on, we wish you a happy journey with your bike! It's a great way, to explore the world.

Ride On!  
Keep it Real!!

Mesum Verma - editor in chief

Mesum Verma

PHOTO : wu xin jie  
RIDER : mesum verma





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# **montra**

*Performance bicycles*



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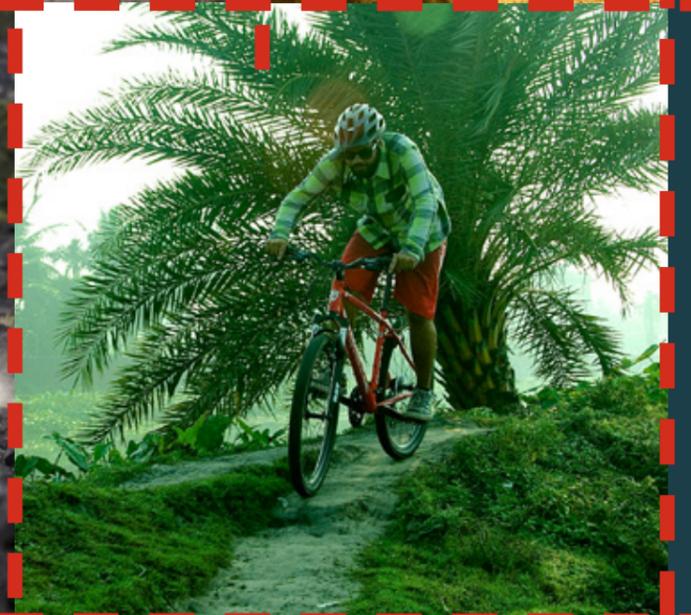
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# HIMALAYAN TRAILWAYS

Mountain bike Adventures

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*mesum verma photography*

# LA

# ENDURO

MOUNTAINBIKE MAGAZINE

INTERVIEW  
**JÉRÔME CLEMENTZ**



**2013 ENDOURO WORLD CHAMPION**

photos: Jérémie Reuiller / questions: Mesum Verma

*Jerome, tell us a bit, about yourself, where are you from?*

I'm 29 and I come from northeast of France, close to the German and Swiss border. It's a really nice place called Alsace around Strasbourg with some hills, mountain and a lot of trails.

*How did you become a professional mountain biker?*

I started riding my bike at 12 for fun, start doing some competitions and enjoying them. At 15 I was doing XC and Downhill at national level. In Junior I chose Downhill and raced some world cup European and world championship. Then I got injured in 2003 and couldn't race for a year.

When I came back I was at university and decided to race more enduro style races as it was something I really like. When I finished my studies I worked as a specialist teacher for 2 years, this allowed me to find time to train, then in 2009 I started working only in winter as a ski patrol and in 2011 I started being a full time racer. I never thought about doing MTB as a job, it just happens step by step to become real 4 years ago.

*I saw you the first time 2007 at the Redbull Trailfox event in Switzerland, you were riding then mostly freeride (long distance downhill, with some uphill sections) contests. Why did you choose that discipline, but not something else, for example downhill or XC?*



portrait photo: Ale Di Lullo



Since I'm riding I always love Mega-avalanche, it was my favourite race of the year. Until 2004 it was one of the only events of this kind in the year. But after that the Enduro Series and Maxi avalanche series started. It was something I enjoyed more than XC or Downhill race. I chose this because I love riding my bike on different terrain, discover trails, travelling to meet people and the excitement of riding blind. When you race downhill you're not tired at the end of the weekend. With Enduro you don't want to touch your bike anymore after a weekend of racing.

*You are always very motivated to ride your bike, and it seems you are never tired to ride. What is your motivation to be on the bike?*

It provides me so much fun and good

time that I never really want to stop. It's not something I do because I have to, but because I'm loving it. I have the chance to ride awesome bike, in awesome place with awesome people. How can I want to stop? Seriously it's not always easy but I'm lucky to do this as a job and because I'm so passionate it doesn't sound that hard, I know I have the chance to do this as a job and I don't want to change my place with someone else in an office.

*Besides riding a contest, where would be your first trail to hit?*

I would love to ride Soratra Ridge in Bolivia again, Cragieburn in New Zealand, John's park in Colorado or some trails in Chile. I love epic ride with amazing scenery and flow. Adventure makes you ride always better.

*I'm sure, even you could ride every day, what you do first, without your bike?*

I watch video on Internet, I go skiing in the powder, I enjoy a nice breakfast and a party with my friend. Life is never boring for sure.

*Back on the bike, how do you prepare for a race, do you do special things for special race, or there are some routine things you do, over again?*

I always have a nice and good breakfast. I prepare always my clothes the day before the race and put everything ready to go in the morning so I don't have to think about this just before the race. I'm easy going so I adapt myself to each venue and race, I don't have a special routine, except

putting my google 30" before the start and start breathing hard.

*How is the feeling, to be always on the road, pack your bike, build up your bike, pack your bike again, be almost every weekend somewhere else in the world?*

You don't have a real home. I have 2 bags so when I come back home I empty the first one and start filling the 2nd. You get use to live on the road, it's exciting and nice to be able to discover so many things. As I said I'm easy going so I don't care where I'm staying as long as I have a bed and something to eat. Of course sometimes you wish you could stay at home for few days in order to relax and enjoy time with your friends. But once you hit the road again you see plenty of



A mountain biker wearing a blue and white long-sleeved jersey, black shorts, a yellow helmet, and sunglasses is riding a white mountain bike on a dirt trail. The trail is surrounded by numerous white daisies. In the background, another rider is visible on a similar trail. The sky is overcast with grey clouds. The overall scene is set in a natural, outdoor environment.

good things and you forget about this. Now packing my bike and bags are easy and I can do this in 15' without forgetting anything. When I'm in Europe I don't unpack my car I just change few stuff and go back again.

*I know from myself, I'm pretty nervous before a race, but I do need racing from time to time, I need the excitement, a bit the pressure, but also the joy to race, how about you?*

Of course I love the excitement of the race, when you push to your maximum, go to reach your limit and try to be at your best. I love racing but I don't live only for this; I do this because I love the feeling. I'm not too stressed before a race, more under my own pressure because I want to do my best. I feel more stressful at the

beginning of the season when I haven't race for a while. You're always afraid of where you are, if you forget how to race and if the other rider got better during the offseason. Once I do 2-3 races I'm more relax and I focus more on what I have to do than where I'm setting. In Enduro it's a race against the clock not against the others. You have to focus on what you have to do to go fast, if you think about this then you get more relax and your brain doesn't have time to think about anything else.

*After now a full first year "Enduro" - what is it all about, you the person, which pushed and helped a lot, that "Enduro" is now, what is it. It's fantastic, tell us, how it became like this?*

Of course I'm super stoked that Enduro gets the recognition it deserves. I didn't push more than someone else, I'm just a guy that love his sport and I try to give back to the sport what he gives to me. Basically Enduro started with passionate people, not by institution, riders love to come and race, bikes got better and the success was quick. Enduro is the racing format of what everybody does at home with their friends. So far it's just a come-back to the roots of the MTB, and I hope that the vibes stay the same with people that love to make things better without forgiving that we all do that first because we love to ride! I was afraid before the beginning of the year, that the fun and good atmosphere could disappear, but so far it stays the same, with a bit more seriousness when it's time to beat the

clock. But after this it's always relax and friendly.

*You just got crowned as "Enduro Worldmaster" you almost dominated every race, how is the feeling, to get the crown?*

I have to say that the feeling is really good. It was not plan at the beginning and I took race after race without thinking about the overall. My own goal was to manage to win race, but not the overall. I worked hard all year to improve my riding and my fitness, I try to stay calm and ride smartly at each race. The level of competition was really high and I'm stoked to have been able to beat all these talented riders. Now I know I can retire without regret, it's gonna make my life even better and more relax!!



*There is physical training, but also psychic which is coming up during a race, do you also do mental training too? And if, what do you do, to be calmed in every situation during the race?*

I don't do specific mental training. I just try to learn from my past mistakes. It's only mountain bike racing so you don't have to take it too much on the down side. Keep it cool, think positive and everything should be fine. As I said before I try not to think about the goal, but about what I have to do to go fast. If you do your best then the result should be there, if you think only about the result you will lose the main things and spend energy or make mistake for nothing.

*Music is sure also helping to relax, do*

*you listen music before a race? What kind? And just on normal days, what kind of music hits your play button most on your mp3 player?*

I can't live without music and I'm always listening it loud. I love different kind of music but my favourite stay metal. I'm a fan of Metallica, Iron Maiden, Dio but I also like some Reggae and electro, classic rock and new kind like System of a down, Rage against the machine, Lutan Fyah Smashing pumpkins, electronics. I always go riding or drive my car with my MP3 and put random sound on it, I like surprise

*Racing the whole year, needs lots of energy, do you specially care about what you eat? What you eat and drink just before a race?*



Ohh yeah you need a lot of energy I don't have a special diet. I eat oat milk for the breakfast and then my girlfriend loves to cook healthy food, so I don't have to think too much about it. I know she cooks good things and makes sure I don't eat too much fat.

*When you don't need to care about what you eat, what is your favourite meal, and what is your favourite drink?*

I love beer so I will say a nice fresh German Wheat beer and a nice piece of beef with vegetable and fries. Basically I eat and drink everything but without exaggeration.

*There is sure, always a story to tell from every travel and race, but which*

*is the one you will never forget?*

What is great when you travel is that there is always something that happens for sure. One I'll never forget for sure is what happened to me and my friend to come back from Indonesia. The last night before leaving a volcano started his eruption in Joyagakarta, where we were staying, spreading ashes everywhere in the air. Early in the morning we went to the airport and they said that this would not be a problem to fly. But then all the local flights were cancelled, we had to take a taxi during 600km to go to Jakarta. Of course we missed our international flight. By the time we were at the airport all the office were closed and nobody could give us information, we spent 2 days and night sleeping in the airport trying to catch another flight,





spending our time hanging around and being pretty upset. We had to pay extra ticket to come back, and when we arrived back in Europe some of our luggages were stolen... Not the best way to end a trip but in general this trip was awesome and I really want to go back there.

*Have you been once to India? Would you like to ride there once? Specially in the Himalayas?*

I've never been to India, and yes it's a place I really want to visit. For riding Himalayas of course, but also to discover the culture, visit the country.

*After an exhausting season, you stay at home, or you still keep travelling, what means home for you?*

I'll stay at home for a month, then go to holiday with my girlfriend in Reunion

Island, then I'll start traveling again for training and racing. We bought a house last year together and being at home means seeing friends, riding my home trails working behind the computer to plan future trip and adventure, taking care of the garden and for this year changing the wall paper on the first floor.

*Last word? Anything you want to say? Which we did not ask? A quote?*

Keep it simple and enjoy what you're doing at 100%, no time for regret.

*To whom you want to say thank you?*

Too many people but in general to all the people that support and help me living my dream.

*Thank you Jérôme, hope to see you again!!*

PILOT.  
RICHIE SCHLEY

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# *From Business to Pleasure*

text: Lord Chewington pictures: Damien Matthews / Lord Chewington / Eric Lee

The hustle and bustle of Hong Kong city life is too much to bear some days. So when good friend and pro-rider Steven Wong invited us to come check out some of the trails in the relatively unspoilt mountains of Indonesia, we got busy.

Busy booking flights, packing bike bags and preparing for awesome. Having spent the last five years living in a city fringed with steep, steaming sub-tropical terrain, local riders are accustomed to wet clay, rocky, rooty,



off camber... all-around harshness. The promise of large jumps, sweet shaped berms and fresh ashen soils had us champing at the bit for day one on the volcano. Like school kids on the way to camp, we made the most of our 25 kg

baggage allowance and set off for a ten day adventure into the little-known. Like many trips, the flight there seemed drawn out. A four hour stop over at Kuala Lumpur's low-cost-carrier airport and another flight saw us arrive in





Bandung, Indonesia. We then battled midnight traffic up the side of an active givie to arrive in the sleepy mountain town of Lembang. Fuelled by late night excitement we tore open our EVOC bike totes and started the reassembly

process of our bikes before hitting the hay around 0200. 0600 saw the first rays of light on the first day and the arrival of some other Hong Kong buddies that took a later flight.



The seven of us shared a huge high-walled village house rented from locals. It employed several resident maintenance staff that tended to various janitorial duties (there were more staff than working lights) including grooming

the house horse. Yep, the little front yard had a horse. After no breakfast our utility vehicle and driver arrived and we were locked and loaded, on our way up the hill. The back of the truck was cool as the



town of Cikole enjoys a fair amount of elevation - seems to be a nice oasis for many locals to come and escape the Indonesian heat. The Cikole Bike Park requires an entry fee of about USD \$1 per person a day and proceeds go toward the betterment of the park. We paid and shuttled to the top for first tracks. The initial drive gave us glimpses of the joy to come as we could see some of the lines popping out of the plantations and wilderness.



Orientation run was a baptism by fire. Straight out of the truck and tucked in behind the infamously strong Steven Zoom Wong. “Full Gas Lads” and we’re off into a screamer of a first section. The Cikole terrain is lush red dirt

carved into a luge-like run. The very occasional root may pop out just to keep you on your toes but otherwise it was grip magic. Such a huge contrast from what we were used to. We spent most of the day winding on compression and



spring rates to get more drive out of the many berms and jumps. The berms are very well placed and constructed. Not too tight, they don't fall away or point you in the wrong direction. They were earthen barrels.

The jumps were mostly table-tops inspiring confidence even for our flightless companions. Run after run we quickly gained a good knowledge and were up to race pace by the end of the day. After thirteen loops we were pretty





knackered, so fuelled by stoke alone we shuttled one last time as the afternoon clouds rolled with the first spots of rain... and ice rink-like no-grip. One thing you quickly learn is that lovely, lush, red dirt instantaneously becomes

not so lovely, dirt of death. "Man down" I moaned as I took a carbon fibre seat edge to the testicles after a front end wash out and an abrupt halt by a tree. Time to regroup and call it a day. Lembang night life left a lot to be



desired. With beer costing a small fortune and the kind offerings of a rub down on a faded, ragged rug from a moustache-wielding masseuse (resembling '80s TV star Magnum PI) saw lights out early most nights. Not necessarily

a bad thing considering the multi-run punishment we were submitting our bodies to. We did find a cool breakfast joint though.

The following nine days saw much of the same with many friendly,



welcoming locals greeting, eager to hear our stories from the day and share some shred time on the trails. The Hong Kong DH crew agreed unanimously our adventure to the mountains of

Indonesia was boundless and we would return. The trails are mellow enough they can be ridden by an intermediate skill level (with chicken options) and shredded by pro's alike.



It is a great place to meet like-minded locals and improve your riding skill in relatively forgiving terrain. Hitting the trails early certainly pays off in the early summer months as the rain clouds roll in like clock-work.

***Cikole scored full marks for awesomeness. Go get some.***

**WHAT'S UP??!!**

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**a peek into what's  
going on  
in the biking world,  
national racing and events  
and worldwide ...**

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# REDBULL AIR RACE



**KELLY MCGARRY FLIPPING THE CANYON GAP**

# REDBULL RAMPAGE 2013

Photo & Text: Malcolm McLaws

Ok let's make something completely clear about who the real winners of Rampage 13 were? Yep first it was the Wind and then the weather followed by Bad Luck ! What...Not Kyle Strait, Kelly McGarry or Cam Zink you may ask? Nope...sorry those other 3 bad ass dudes clearly killed this event! It all started earlier in the week when riders and digger crews arrived to change the mountain landscape.

Red Bull in their wisdom tried to even the playing field by limiting it to teams of three to build the big Mtn lines here. Yes in the past certain riders did arrive with an army of workers to build lines. Here was the problem though, you spend your week digging and building your line then you don't get a chance to ride to whole friggin thing. That being said Red Bull had hired Jeremy Witek of G.A.S.S. to build the wooden features like the newly designed Oakley Sender and revamped Canyon Gap ramp.

Still you had to get to these features with lines that a Mtn goat wouldn't want to cross let alone ride your bike down them. Building with pick axes and shovels then carrying water up the face of a mountain to pack your take off was heavy work. All the riders pitched in and had no time to ride anything early on.

**TYLER MCCAUL SENDING IT DOWN**



**ZINK FLIPPING THE OAKLEY SENDER**



**BRANDON SEMENUK ON A ROUGH ROAD**

Then more bad luck, rain, lots of rain fell in the desert and closed the Rampage site for a complete day. So when qualifications went down at weeks end from the lower start gates things weren't nearly ready for the finals runs. The pre-qualified riders couldn't build during most of this time, just sit and watch the carnage happen.

Once the final rider list was set with Aggy riding his 2010 line for first place the real fun began. These riders now had to build a line from the top of the mountain or rent someones? Again no time to ride and test your line before finals for lots of guys.

When the morning dawned for finals it was clear but WINDY. At the riders meeting lots of concern on riders faces, how the F'k are we gonna ride in this crap. Ok to the top boys and we'll see what happens, T-Mac wasn't happy, he would have to go first. Rider after rider went in poor conditions, some crashing out on the first run.

That's ok because you have 2 runs to get your best score. Well it's a good thing that Strait and Zink hit the Oakley Sender hard and McGarry flipped the canyon in their first run to get the wins. Some riders got a second run in and improved, Lacondy killed his run to move into 3'rd place. Then the real winner stepped up without a number plate or a bike. So as the wind howled at the summit and Rampage was called the riders walked down.

It was over, only the first runs counted and the wind had won in the end along with bad luck and weather. Sadly all that weeks work for nothing?

**1st Strait**  
**2nd Zink**  
**3rd McGarry**





photos: Matteo Cappè text: SuperEnduro

The end of the season everyone was waiting for... A race that came down to the last meter and just 2.7 seconds over two days and five stages. In the end this weekend came down to the two fastest enduro racers in the world, Jerome Clementz (Cannondale) and Jared Graves (Yeti-Fox Factory Team), going head-to-head. For the Frenchman it wasn't enough just to have the series title, the Cannondale rider

wanted to show once more that he is the strongest. „Now I have two reasons to celebrate: I've won Enduro World Series, but I think the real winner is enduro in general as the sport is going in the right direction,“ said Jerome Clementz after crossing the finish line.

But the battle wasn't just for the top spot, the fight for third was intense too between Fabien Barel



(Canyon Factory Enduro Team) and Martin Maes (GT Factory Racing).

On the final stage, Caprazoppa, a small mistake from Barel lead to a crash and gifted the final spot on the podium to the young, Belgian rider. Fifth place went to Remy Abasalon (Commencal) and sixth to Nico Lau (Cube Action Team). Lau was in great form, coming off a win at the Trans Provence, but his

one minute penalty yesterday left him out of the running for the podium positions, but today he carved his way through the field from twentieth last night to sixth tonight. If he hadn't received the penalty, it looks like he would have been nearly twenty seconds clear of Clementz and Graves this weekend.

In the women's race Tracy Moseley (Trek) already had



the EWS series title sewed up, but hammered home her supremacy today with a victory over Anne-Caroline Chausson (Ibis). In third position was Cecile Ravanelle (GT), who has shown incredible consistency all season to take the second place in the series overall

this year. First of the Italian ladies was Laura Rossin (Devinci-Dream Team Genova), which was enough to secure here the Superenduro PRO series title for 2013. Valentina (Ibis-Life Cycle) and Chiara Pastore (Santa Cruz-Cicobikes Dsb) finished behind her.

*In the words of Fabien Barel, „Today the winner was enduro, the birth of a new era thanks to the Enduro World Series and Superenduro, who have opened a new way for the sport. I want to thank everyone who has worked towards this and brought this discipline up to this level.“*





## Himalayan Trails N Dust



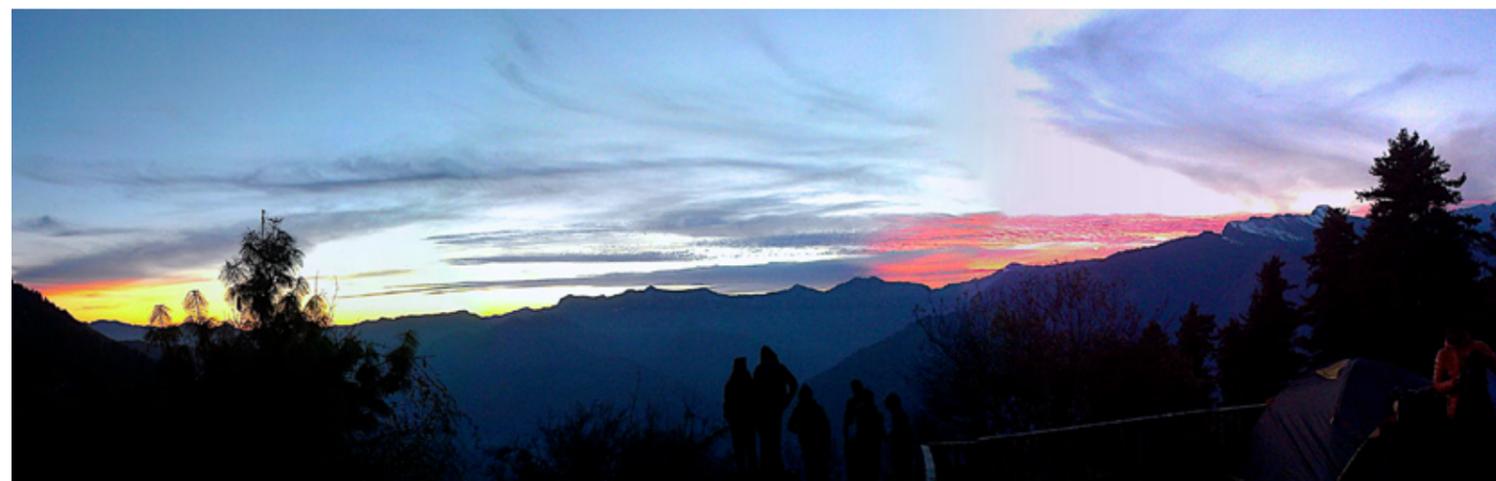
The Indian Racing Scene is improving with more cross country mountain bike events coming up. Another one took place in the Indian Himalayas took place in Manali, Himachal Pradesh this November. The Himalayan Trails N Dust has been a one day event for the past two years and this year they extended it and made it into a two day staged cross country event, so we decided to go there, race and check it out. The race consisted of three stages spread across two days. There were 28 riders competing 11 of which were joyriders (not competing for prize) and the rest were hardcore (competing for the win). The race was flagged off by Mr. Rana, a 9 time Raid De Himalaya winner (Raid de Himalaya is an extreme offroading motorsport event set in the Himalayan Highs). Stage 1 was 650m of climbing from Naggar to Jana Falls and consisted of mostly tarmac roads with a steep gradient. This

photos & text: Prateek Singh

climb did take a toll on the riders. After the second stage, the riders were lodged for the evening in a nice campsite atop a hill at Matikochar for some much needed rest after a 1000m ascent. The next day stage 3 was a full downhill stage which had 16km of non stop rocky descents with mud sections along with dust, loose rocks and gravel mixed with some slopes and speed all the way down to Kais which was the finish line for the race.

Overall it was a pretty sweet event located in some pretty picturesque settings and some fun trails.

**Podium**  
**1st- Sunil Barongpa**  
**2nd- Rameshkumar Jogi**  
**3rd- Lobzang Tondup Barongpa**





## MTB DEHRADUN



Mtb Dehradun was a first of its kind mountain bike event organized by the CFI (Cycling Federation of India) in Dehradun, the capital of Uttarakhand.

The XC race was a one day event which took the riders through the local hills in a 15kilometre loop.

The trail was mostly tarmac and to my surprise, as a rider and participant, the traffic was plying freely on the track. The riders were not only facing the challenge of winning but also the challenge of dodging oncoming vehicles. Nevertheless the race was fun.

photos: Shivansh Raj Sharma  
text: Prateek Singh



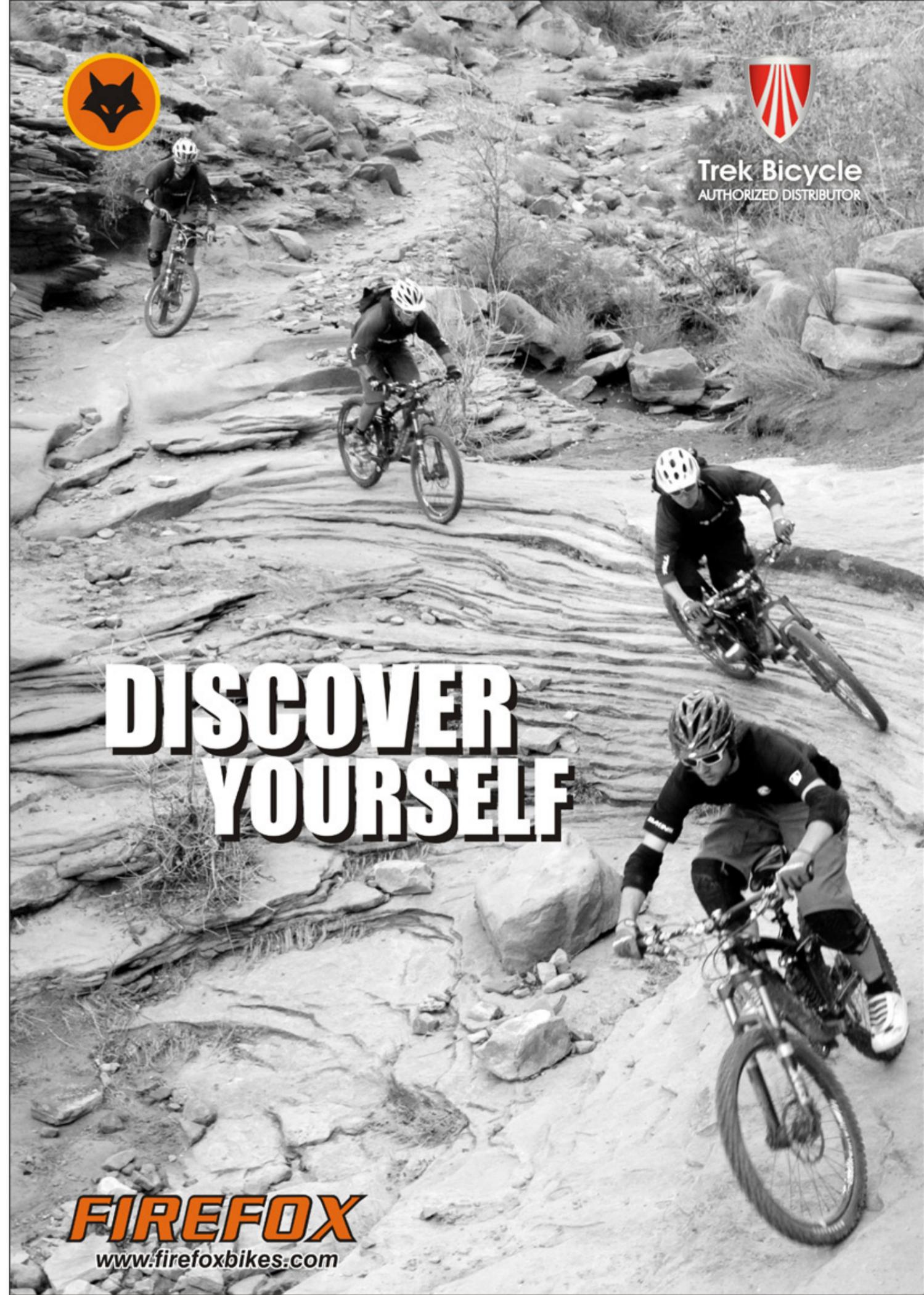
### Podium

#### Elite

- 1st- Ashish Kumar
- 2nd- K. Venkateshwar
- 3rd- Bahadur Pradhan

#### Amateur

- 1st - Ibrahim Boi
- 2nd- Akshay Kumar
- 3rd- Prateek Singh



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# GRANDSLAM

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rider: martin maes | photo: matt wragg

rider: lisi osl | photo: mirja geh





rider: mesum verma | photo: matt macdonald





rider: chen hai chuan | photo: deng yu

MONTRA HAS BEEN IN THE MARKET FOR OVER A YEAR NOW AND ARE COMING UP WITH NICE ENTRY LEVEL MOUNTAIN BIKES. BEING AN INDIAN BRAND, MOST RIDERS DO NOT PREFER THE NEW GUYS BUYING AN INDIAN BIKE AS THE BIKES LACK IN QUALITY AND PERFORMANCE. THIS PREJUDICE SUFFERED BY INDIAN BIKES IS GOING TO BE CHANGED BY MONTRA IT SEEMS.

photos: Aryadeep Ghosh (Jam)  
text & rider: Prateek Singh



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# MONTRA ROCK 1.1

A PERFECT BEGINNING

THE ROCK 1.1 IS THEIR ENTRY LEVEL BIKE FOR A RIDER WHO IS NEW TO THE SPORT AND DOES NOT WISH TO SPEND THROUGH HIS POCKET FOR HIS FIRST RIG.

# DETAILS

PURPOSE : **Cross Country XC**

**MADE IN INDIA**

Hardtail Frame : **6061 alloy**

Weight : **14.8kg**

MRP : **19'490.- INR**



The bike at first glance does not look like it can take a lot of abuse. The relatively simple and thin tubes make the frame look very fragile, but looks can be deceptive they say. The drivetrain is a 3x7 system with a shimano altus RD and FD with a SR Suntour (42x34x24) crankset and a kmc Z chain. The ride is softened by a RST

CAPA 80mm fork up front with pre-load adjustment. Very standard shimano rapidfire shifters and levers adorn the handlebar. The bar itself is not very wide and has a peculiar rise and drop. The double wall Alexrims are wrapped in Kenda small block 8 tires and spin on Quando hubs and stop with promax V-brake stoppers.



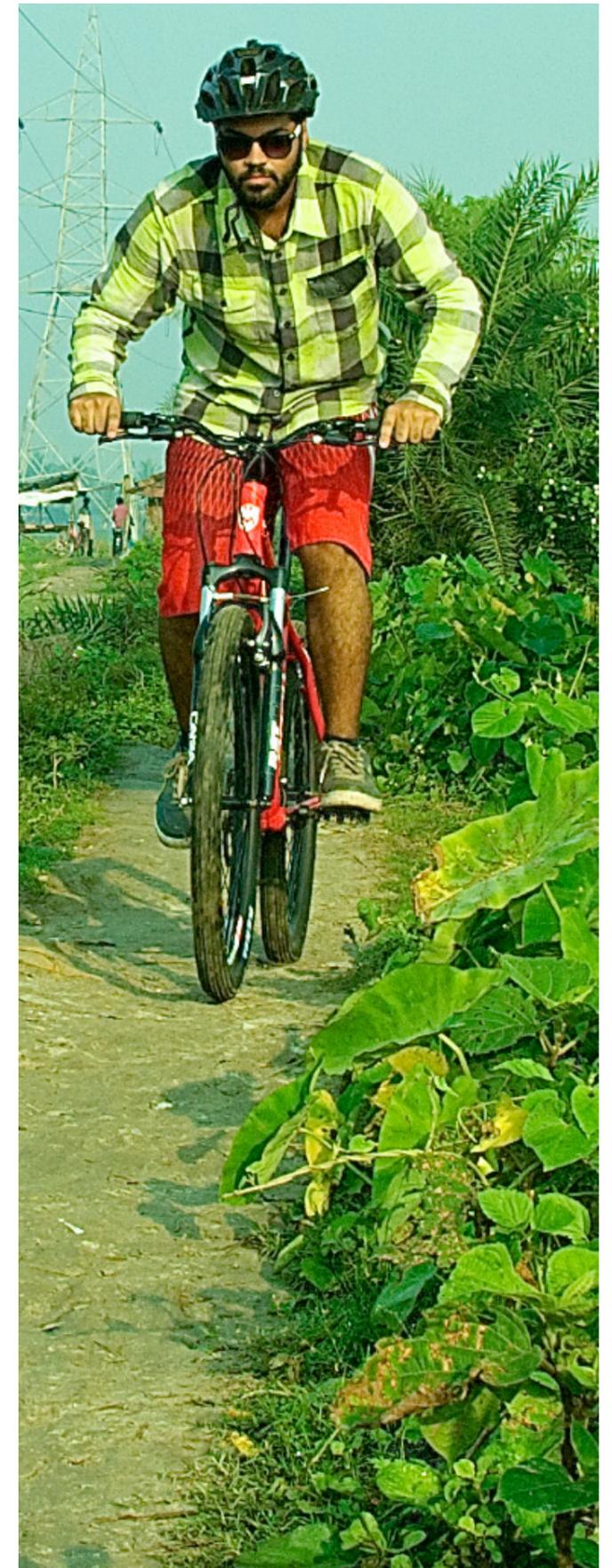
# DETAILS



The dropouts are well engineered yet simple, the derailleur cables run from the bottom of the down tube and there is a nice RIDE.BELIEVE written on the chain stay. We liked the attention to detail. The grips also



caught our attention as they have a dual compound with hard and soft sections designed for optimum comfort on the palm and grip in the fingers.



The bike feels light, agile and fun to ride. We majorly recommend a handlebar upgrade and this will become a super fun bike to ride around town as well as on the weekend trails. The bike is stable and feels firm on the turns. The thing that impressed us most about the bike was the fork. The RST CAPA was plush and was absorbing what we were throwing at it with ease. This has to be the best in class fork. The only bike under 20k that has a responsive fork maybe. Although it has just 80mm of travel with 28mm stanchions, the fork is smooth and makes the rock 1.1 fun to ride.

Climbing on the 1.1 was easy and the bike was not too shabby on the subtle descents we threw at it either. The short chainstays help you lift the front with ease and whenever you want it to.

The drivetrain behaves the way it should apart from a loud rattle which occurs due to the derailleur hitting the chainstay during massive jerks. The V-brakes are reliable stoppers for the price point although the frame does have mounts and hose routings for a disc to be installed.

**The Rock 1.1 is the perfect bike under 20k, for the rider who is just getting to know the sport. It is the perfect bike to train on without breaking the bank.**



# Darrel Fernandez



*Hello Darrel! Where are you from? Tell us something about yourself.*

Well Hi! I am from Goa but I was born in Mumbai and brought up in Pune, I am an artist by profession, a tattoo artist to be precise. I was always fascinated by art since my childhood but sports truly had my heart. When had to choose either one as my career so i went for art but i still ride bikes, at times I enjoy an occasional game of soccer too.

*Being a tattoo artist, how did you get interest into biking?*

Being a tattooist cannot help me away from my interest i.e. sports; I feel that i was born a sportsman but ended up being an artist. Biking is one of my great interests. I love riding because i feel young, wild & free when I'm on the bike.

*How important is biking in your life?*

Biking is very important in my life as it is one of my secrets to be fit and have a lean body. I am 33 years old, but I feel young, free & alive when i ride. I am king of my own world when I ride.

*Do you have any dream about biking?*

Biking is my dream but because of my busy profession i can't handle it side by side, but dreams do come true someday.

## Young Gun

photos & text:  
Rakesh Oswal



Darrel fernandez



*Which bike did u ride and which whip do u ride now?*

First, I bought a flat street ride BMX classic, and now i got myself a Firefox bad attitude26"MTB.

*Where do you see your future in biking?*

The relation between me and biking is, "till death do us part" not as career or profession in biking but as one of my hobbies. I can't leave or sacrifice my addiction for riding bikes.

Young Gun

*Who is your idol in the mountain bike world?*

Martyn Ashton is one of my favourite MTB idols.



# PEOPLE

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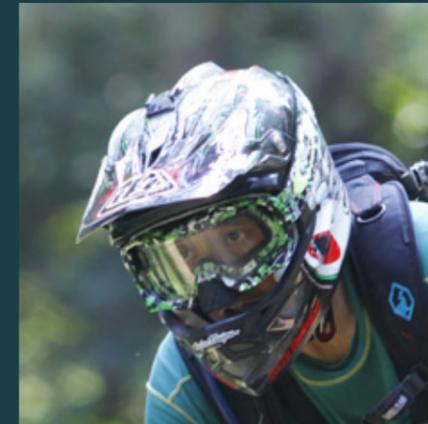
**MALCOLM MCLAWS**



**LARS SCHARL**



**WU XIN JIE**



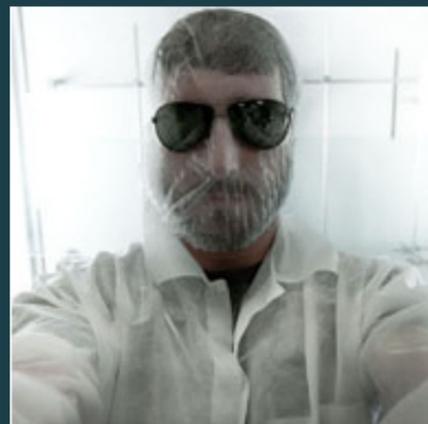
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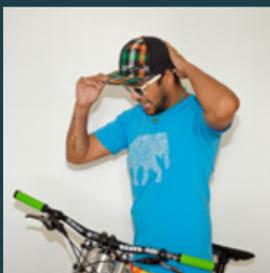
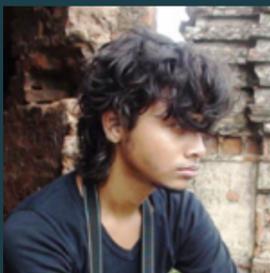
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